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VOL. XXIX. NO. 9126.

FRANK BROS. IMPLEMENT CO.

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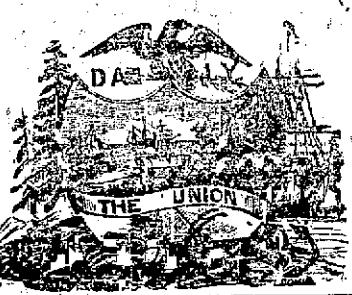


FRANK BROS. IMPLEMENT CO.

68 and 70 Front Street,

OREGON

PORTLAND, OREGON. WEDNESDAY, JANUARY 1, 1890.



PORTLAND, OREGON

CHAS. A. MALARKEY, Pres.; W. L. LINNARD, Vice Pres. and Manager;

F. S. WEBSTER, Sec. and Tres.

MANUFACTURERS - OF - MIXED - PAINTS

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SPEED, DURABILITY,

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GENERAL AGENT

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THE FREE STATE

Washington Compared to the Garden of Eden.

THE RICH GIFTS OF NATURE

Her Vast Wealth of Coal, Lumber and Wheat.

FAILURE OF CROPS NEVER KNOWN.

Every River in the State is a Fertilizer--A Veritable Nile.

WATER STORAGE OF CASCADES

Wonderful Provision of Nature Unparalleled in the World.

THE TWO GREAT NATURAL DIVISIONS.

Wonderful Growth of Cities on Both Sides of the Mountains--Spokane Falls the Marvel of the New Commonwealth.

No other section of the United States today commands the same attention as the new state of Washington. Though she is one of the baby states, and has been kept out of her majority so long, none of her brothers and sisters can say that they have more claims to recognition or more rights to statehood than the glorious state named after the "Father of His Country." As the great George Washington, first in peace, first in war, and first in the hearts of his countrymen, "is the state named after him."

In the Great War of the Rebellion Washington furnished more men per capita than any of the states of the Union, and her loyalty has been proved, time and again. Lately she has been admitted to a participation with her forty-one sisters in the privileges and benefits of statehood, and is now a sovereign power, a great commonwealth. If the people of the United States had known what Washington had--where her resources lay--and of what they consisted they could not have paid a greater compliment to him than by naming this great state after George Washington. The resources of this great state when the territory was named were, however, almost unknown, and the general impression prevailed that the territory was of no account. It was out of the world and its products were considered of no account whatever.

A change has come over the spirit of the times. Washington has demanded attention. She has been able to show to her sister states that she possesses resources of which they never dreamt, and while her claims to statehood have been so long delayed, she has now entered, not as a subordinate admited because of political reasons, but because she had the right to become one of the great states of the American Union.

This right is not one of the accidents of a legislative enactment. It is a right divine. It is founded on the inimitable laws of nature. That great goddess lavished all her wealth on the country lying between the Columbia river on the south and the Fraser on the north. "Here," said nature, "is the spot where I want to lavish all my wealth. Here shall be the second garden of Eden. It shall be studded with no crimes like that which polluted the first paradise, nor shall the tempter enter into this new garden of Eden in the guise of a serpent." All populous reptiles have, in fact, been forbidden by nature to enter into this great state, and even Ireland is not so free from these annoyances as is Washington.

The new state is Washington. As the towns progressed so did the inquiry in the East as to the resources of the new state, and among these can be cited the advocates of hand saws. Old lumbermen believed that the hand saw was foredoomed to failure--that it could not succeed. It has proved more than a success, and those who have adopted it have realized the most handsome profits from their enterprise.

But this new Western state and this great new portion of it is not dependent entirely on its wonderful forest growth. Located in the foothills of the great Cascade range and extending along the great Puget sound basin is the finest and best deposit of coal ever discovered in the world. Even Pennsylvania is not so wealthy in this respect as Washington. As in the Quaker state so in this, there are two great varieties of coal, anthracite and bituminous, and the lignites and oil forms are plentiful. The export of coal to California forms a very important part of the shipping interests of Tacoma and Seattle. The great coal fields extend from the foot of the Cascades to the waters of Puget sound, but the best mines have never been tapped. Near the foot of Mount Tacoma is the best anthracite mine in the world, the product running 98 per cent of fixed carbon. It is not found in any limited quantity either, as the smallest vein is over four feet through, and there are three other and wider veins in the same mine. This will be opened up very shortly, as soon as a railway can be built through to tap it. At present the bituminous mines command the most attention. Some of the bituminous coal is of enormous value for coking purposes, and the famous Connellsburg mills can not produce as good a coke at the mines of Western Washington. The only coking mines now opened are at Whitson, but rich veins are said to exist in the region between there and Olympia.

Began this section of the country has such an enormous forest growth and pos-

sesses such a wonderful resource as coal fields? It must not be thought that Western Washington lands are not valuable for anything else. As a fact, there are no finer hop fields in the world than those of Western Washington. There are no more magnificent fruit farms than those west of the Cascades, and no more profitable stock ranches than those on Puget sound. The wonderful crops raised on the Swinomish flats, which have been reclaimed from the open tidewaters, are scarcely credible, and when the statement is made that the average crop of oats there is 120 bushels to the acre, the Eastern farmer smiles and says that is another Western truth. Nevertheless it is true, and the agricultural possibilities of the great Puget sound country are unknown at east unrecognized. Some facts about the development of this great country will be found elsewhere in this number, but the half of the possibilities of it have never been told, nor can they be realized by anyone now living.

"Washington is the Garden of Eden."

Write for the "Puget Sound Gazetteer" to

Bethune, Lewellyn & Co., Seattle, Wash.

PART 4.

PAGES

25 TO 32.

QUADRUPLE SHEET.

greater value than those of the Niagara river. A great city has been founded alongside of it, and that city is today one of the marvels of this wonderful state. Burnt out completely as Seattle, and suffering even more than that city, she has in a short time built herself up from the ruins and become a greater, smarter and better city than ever before. Spokane Falls is not alone being a great city of Eastern Washington. Walla Walla is a great center of industry and life, and is one of the most important wheat markets in the new state. Ellensburg and North Yakima, Spangle and Cheney are all rising cities, and all have good papers to advertise their advantages to the world.

The great development of Washington is however, west of the Cascades. An afforementioned condition prevails there. Instead of open prairie with only a few strata of woodland the western portion of the state presents a magnificent extent of forest growth, unequalled in the world. Tall trees, the largest and most magnificent of all forest growths, reach their greatest size and development in Western Washington.

What a glorious forest that is! From an economic point of view it is too magnificent. The trees are too large to handle. In many instances and the logs at the first log mill are too big to be sawn off in a mill without an extraordinary expenditure of money. When there they are of less value than smaller logs, because the machinery of the Pacific coast hills has all been built in the East, or very largely so, and is being adapted for cutting logs that run four or five and sometimes ten to the log. The lumbering conditions of Western Washington are in fact totally different to those of any other part of the Union, and in consequence the new state has acquired one of her greatest birthrights.

This, however, is not the only birthright of the state lately called into existence. Surrounded by the most fertile land on the continent, covered with this marvelous timber growth and warmed by the Japan stream, Puget sound and its great sister Hood's canal give to Western Washington a greater expanse of tide-lands than any other state in the Union possesses. Even if all the bays of Massachusetts are carefully measured, and those of Rhode Island, Connecticut and New York added, they will not give half as great a coastline as the state of Washington. Moreover than that, these states have all of them open roadsteads instead of closed harbors, while Puget sound is one great landlocked bay, on which no storm can rise that will ever cause a shipmaster to lose a moment's rest.

Heroin lies one of the commercial difficulties of the new state. She needs nothing. Her own resources are so wonderful and varied that she has nothing to import. The whole world needs her products, but she wants nothing in return that any other country can produce. Vessels coming, as they do, to Puget sound at the rate of ten or eleven a day, in nearly every case come in ballast, and this ballast has to be discharged before the cargo is loaded. The cargo consists of lumber, first, coal, next and wheat last, in point of quantity, but not in value. The opening of the Stampede tunnel through the Cascade mountains in the early part of 1888, gave to Puget sound its great opportunity. Eagerly was it sought. Wheat warehouse after wheat warehouse was built, elevators were erected, coal bunkers were multiplied, new docks arose, and many towns that had been selected for a while, ruined their eyes and sought the more vigorous for their forty miles. As these towns progressed so did the inquiry in the East as to the resources of the new state, and among these can be cited the advocates of hand saws. Old lumbermen believed that the hand saw was foredoomed to failure--that it could not succeed. It has proved more than a success, and those who have adopted it have realized the most handsome profits from their enterprise.

But this new Western state and this great new portion of it is not dependent entirely on its wonderful forest growth. Located in the foothills of the great Cascade range and extending along the great Puget sound basin is the finest and best deposit of coal ever discovered in the world. Even Pennsylvania is not so wealthy in this respect as Washington. As in the Quaker state so in this, there are two great varieties of coal, anthracite and bituminous, and the lignites and oil forms are plentiful. The export of coal to California forms a very important part of the shipping interests of Tacoma and Seattle. The great coal fields extend from the foot of the Cascades to the waters of Puget sound, but the best mines have never been tapped. Near the foot of Mount Tacoma is the best anthracite mine in the world, the product running 98 per cent of fixed carbon. Some of the new men had faith in one research, some in another, but all have been repaid. Even the men who came out with fears that their competitors would succeed to failure have proved remarkably successful, and among these can be cited the advocates of hand saws. Old lumbermen believed that the hand saw was foredoomed to failure--that it could not succeed. It has proved more than a success, and those who have adopted it have realized the most handsome profits from their enterprise.

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FOUND'S "KEY CITY"

Hundred Vessels Cleared
at Port Townsend.

PORTS & LUMBER AND COAL

Hundred Men Employed in
Tributary Industries.

DE IN FITTING OUT SHIPS

Population—Progressive Citizens
and Pupils Enrolled at Public
Schools—Money and Banks

between the Straits of San Juan on one side Port Townsend bay on the west sound on a third and Duwamish on the fourth, the beautiful city of Port Townsend occupies the northern Quimper peninsula and by an acre water frontage from its other city, one of the finest harbors in the world, with an anchorage in all storms, the rest ocean going vessels not afraid for docking and wharfage expression all storms is used, it can be thought that any serious vessel on Puget sound or ever had on Port Townsend bay, but that the ground is among the best in the

from Tacoma or Seattle by the
earlier Olympian, of the O. R. &
Port Townsend is one of the most

on the coast in any season of the
years are seldom or never met with

any severity, and seascience on
the unknown south of Port Town-
send through weather while crossing
from that city to Victoria B. C.

The scenery is grand with every mile traveled,
the vessel rounds Marrowstone point

city of the Sound comes in sight

to the visitor a magni-
fication of ships and steamers,
warehouses, mills and stores,
and public buildings, churches and
schools and hospitals and com-
munity of people still further enliv-
ening and beautifying the city. The city consists

parts known as upper and lower

in this respects resembling some-

world famous city of Quebec, but

Gibraltar of America, it has no
crooked, narrow streets, with
inconvenient steps leading to one
another till they are slippery and

These quiet rules of an age
and days were considered the
survivors, and when the town
is simply followed their trail in
streets are not met with in Port

Instead of that straight, wide,
streets and avenues are found in
the city, and these are all or
graded and have stone, cement or
walks well built and adapted for
every stream of traffic constantly

over it. Good roads lead from
the upper town at different points
and convenient shortcuts have
been made for foot passengers. Lower town

is covered with hand-some busi-
nesses in which brick and stone will

predominate. A few of the stores
are built of frame but these are rapidly
being replaced by magni-

three and four story structures of
architectural beauty

of the Key City has been given
Townsend on account of the com-
pany she occupies at the on-

Puget Sound. No vessel can sail
bound from the Pacific Ocean
but passing Port Townsend and

States government recognized the
it established its chief custom
house in the Puget Sound district in

its custom house is now one of the
best in the United States, the
territories and clearances being ex-
ecuted by New York. No need this
surprise when the magnitude of
Puget Sound tributary to the cut-off house

and the port of Seattle, the statement
that went will soon change places with
and be first instead of second will

credence. The city is 90 miles
from Seattle, on the Pacific ocean,
by water from Portland, 75 miles

Francisco 700 miles from Sitka,
90 miles from Victoria, B. C. 70

and 50 miles from
47 miles from Olympia, 72 miles
and 100 miles from Olympia, 80
central or pivotal point for all the
business from the open ocean

into Port Townsend bay and
anchors in front of the city will
be from the north and the south
any part of the world with the aid
of the fair winds that always

are. All foreign vessels discharge
their crews there and purchase
while waiting for their clearance
or what this means to the com-
munity. The amount of business done

in the year 1889 was over 1500
vessels and cleared at this port, and
an average of 1000 tons cargo exports
from Port Townsend to foreign ports amounted to about

and the coastwise business in coal
and the port of Seattle, making a
total of \$8,000,000 making a
large amount of business through

the Port Townsend custom
house. The amount of business done

in the year 1889 was over 1500
vessels and cleared at this port, and
an average of 1000 tons cargo exports
from Port Townsend to foreign ports amounted to about

present on which to base her pretensions to
be the coming great city.

Within her own borders there is now a new
mill cutting over 70,000 feet a day, and
that for the past year or two been constantly
employed cutting lumber for the very exten-
sive building operations that have been
going on in the city. The saw
mill for the outside mills, and several of
these have been kept running by the de-
mand. The Port Townsend Mill Company
had added very considerably to the facilities
at their disposal during the past few months
but have improved upon all the
machinery and process in the near future
to rebuild the mill on a much more extensive
scale and with all modern improvements.

Another very important enterprise in the
Port Townsend foundry and machine shop
which now employs forty men and has built
new premises into which the whole plant
was moved. The foundry contains a large
mill 40 by 100 feet and furnace with a
travelling crane and an electric dynamo
capable of turning the most modern construc-
tion. The new machine shop will not be
built till spring when the company will have
one of the most complete establishments for
marine and naval work on the Pacific coast.
A large number of the men employed in the
machinery for the new steamer Discovery
which on her trial trip developed such speed as proved that she could run faster
than any other steamer on Puget sound
Olympic sound excepted.

There is another large machine shop in
Port Townsend—the Puget Sound Engi-
neering Works—which makes a specialty of ma-
rine engineering and has turned out some
excellent work.

Among other important manufacturers in
the city are a large saw and door factory, a
planing mill, furniture factory, brewery,
and a large number of small industries, and a
nearly erected ice factory on a large scale
designed to furnish ice for preserving fish
and furnishing cold storage for other pur-
poses. Some months ago the Gloucester Fish-
ing Company of Gloucester Mass., decided
to make its headquarters for the Pacific
coast at Port Townsend, and already
had been engaged by the government
in the erection of a smokehouse and salting
establishment and a number of schooners
have been brought round with more to fol-
low, until a fleet of six hundred well built
fishing vessels are engaged in the business.
The company has after careful investigation,
found the Port Townsend harbor to be the
best port in the world for fishing purposes,
especially off Cape Flattery. The
fishery is practically inexhaustible and this
includes cod of finer quality and firmer flesh
than that found on the banks of Newfoundland
and habitat that has been pronounced
as epicure to be the richest and best in the
world. The fish are large size on the
coast and are moreover found greater
abundance or better flavor than on the
banks near the entrance to the straits of
San Juan de Fuca and further north on the
coast of Alaska and there is no foreign gov-
ernment to interfere with the free exercise
of the fishing privileges. The Gloucester
Company has engaged in the business
in their curriculum with the most progres-
sive cities in the United States, and the
standard of education is on a level with
the great cities of the world. The
bill are to ideologies that have cost over
\$20,000 each exclusive of the cost of the
ground. Well that this has been done
by people who have been generous in their appropria-
tions for the benefit of their children
and the public schools of Port Townsend
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need never fear but a world of prosperous days awaits him in Clackamas county.

CLACKAMAS CITY.

Is the county seat of Clackamas, and is distant by rail and water seven miles from Portland. Is vicinity to Portland has somewhat retarded its growth, but it is destined to become the manufacturing center of the great metropolis of the Northwest. The falls of the Willamette, the marvelous manufacturing power and the nucleus of these manufacturers is already here. A woolen mill that uses out half a million dollars worth of goods, flourmills, sawmills and other factors are here, and room for thousands more.

LANS COUNTY.

Acres of improved land..... 231,392
Horses and mules..... 7,162
Sheep and goats..... 1,148
Number of swine..... 570
Value of land..... 20,500,000
Town lots..... 20,750
Improvements..... 20,750
Merchandise and implements..... 20,750
Money, notes, accounts, stocks, etc..... 20,750
Furniture, carriages, jewelry, etc..... 20,750
Value of horses and mules..... 20,750
Value of sheep and goats..... 20,750
Value of swine..... 20,750
Gross valuation..... 20,750
Exemption..... 20,750
Tax equalized by county board..... 20,750
Mortgages..... 20,750

The county is on the left bank and west of the river, the county of the Willamette. In wheat, hops, prunes and dairy products it is unsurpassed, and the yield in cereals and fruit is abnormally great. Of the 300,000 acres in the county not 1000 but is fit for cultivation, and during the past ten years the county has had an increase of a rural population of fully 25 per cent. The surface of the county is made up, for the most part, of rolling prairie and hill lands. But the uplands consist of a red soil that produces the richest flouring wheats in the world. Large tracts of land are open and ready for cultivation and railroad lands are still open for settlement, and that too in very desirable localities.

MULTNOMAH COUNTY.

Improved land..... 16,462
and mules..... 1,085
Horses and mules..... 750
Sheep and goats..... 480
of pigs..... 480
Value of land..... 1,000,000
Horse and mules..... 1,000,000
Improvements..... 1,000,000
Merchandise and implements..... 1,000,000
Money, notes, accounts, stocks, etc..... 1,000,000
Furniture, carriages, jewelry, etc..... 1,000,000
Value of horses and mules..... 1,000,000
Value of sheep and goats..... 1,000,000
Value of swine..... 1,000,000
Abatment..... 1,000,000
Exemption..... 1,000,000
Tax equalized by county board..... 1,000,000

Population is one of the smallest counties in Oregon, but the first in wealth and importance.

For it possesses not only the microcosm of Oregon, but the metropolis of the Northwest. Elsewhere Part treated in full. Multnomah is a part alone the Columbia. All of its

is capable of being used for good railroads, and market gardening.

BENTON COUNTY.

Improved land..... 1,000,000
and mules..... 1,000,000
Horses and mules..... 1,000,000
Sheep and goats..... 1,000,000
of pigs..... 1,000,000
Value of land..... 1,000,000
Horse and mules..... 1,000,000
Improvements..... 1,000,000
Merchandise and implements..... 1,000,000
Money, notes, accounts, stocks, etc..... 1,000,000
Furniture, carriages, jewelry, etc..... 1,000,000
Value of horses and mules..... 1,000,000
Value of sheep and goats..... 1,000,000
Value of swine..... 1,000,000
Abatment..... 1,000,000
Exemption..... 1,000,000
Tax equalized by county board..... 1,000,000

Population contains 82,000 acres. Of

55 per cent is heavily timbered and

25 per cent under cultivation, and

is being grubbed and cleared

country is intersected by the Coast range, diversify its surface with mudflats and numerous glets and valleys, gorges, glens, low several river, tributary streams that feed the Willamette in its onward march to the Pacific.

Its slopes, glets, and ravines are

filled with choice fruit and dairy

products, and above it advantages in

which will enrich thousands. In

their commercial value, these woods

formed an incumbrance. Old set

that there is hardly an inch of this

covered land of Benton county, but

is of rich and fruitful soil. Any

part of this splendid land is still a pen-

dant, and the new comer has ad-

ditions for the transportation of his pro-

ducts few afford. It can

directly to Yaquina bay to San

Diego, or by way of the Willamette val-

ley to Portland. With its advan-

tageous climate, the county should develop rapidly as

the state.

CORVALLIS.

county seat of Benton county, and

the oldest town in the state. It was

candidate for state capital, and one

of the legislature was held there

and, at present, the agricultural

center of the state, with an

annual of \$30,000 a year is situated

in the state.

The county courthouse at

is the first in the land, and the

and private writings are worth of

the county of which it is the capital

of the enterprising people located

in the state.

ALBANY.

The people of Albany claim that they have the most promising and prosperous

city outside of Portland in the state of Oregon.

In the past year they have increased

fully 25 per cent in population, and in

the number and importance of the residences

and buildings erected during the year they

certainty surpass every other town in

the state. Portland, and, at present, the agricultural

center of the state, with an

annual of \$30,000 a year is situated

in the state.

The county courthouse at

is the first in the land, and the

and private writings are worth of

the county of which it is the capital

of the enterprising people located

in the state.

YACINTH.

The harbor of Yaquina bay. Its

is a delightful one, and if the govern-

ment appropriates success in clearing the

Yaquina bay, Newport must be one

of great importance.

CLACKAMAS COUNTY.

Improved land..... 1,000,000

and Mules..... 1,000,000

Horses and Mules..... 1,000,000

Value of land..... 1,000,000

on equalized by county board..... 1,000,000

Clackamas county extends from the hills

Cascades to and beyond the Willamette

river. It contains 1,000,000 acres, and of

over 800,000 consist of the best of

forest land. The mountain slopes

are timbered, but the sea belt

consists of rich red loam, for

agriculture it is unsurpassed. The

central of the country is hilly, but

plains are found by experience to

the wonderful soil of the valley in

and grain producing capacity. Farm-

as many as sixty bushels of wheat

120 bushels of oats to the

off these lands, while

density of prunes, plums, cherries

other fruits raised here almost passes

forests of Clackamas are among the

in the state. Maple, ash, cedar and

the numerous streams and rivers

excellent opportunities for a prosper-

merchandise trade. Clackamas is fort

issuing the largest kinds of iron in

the state. Evidences are numerous,

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Our Hyde Park Co. Cus

AND SECURE A HOME

PAYMENTS \$1 PER WEEK. NO INTEREST

Every Lot 50x100 Feet, and only \$75 and \$100 Each.

HIGH, DRY AND SIGHTLY. A SOIL COOL, FRESH
SPRING WATER.

Two hundred dollars in cash given to each club of seventy-five members. Our drawings take place each Monday evening at 8 o'clock at our office, No. 110 Second street.

Telephone No. 627.

CLUNE, REES & CO.

Portland, Oregon.

THE ASTORIA REAL ESTATE AND TRUST COMPANY

INCORPORATED UNDER THE LAWS OF THE STATE OF OREGON

CAPITAL

President, L. P. W. QUIMBY. Vice President, J. W. BARNES. Secretary, W. H. EDWARDS.

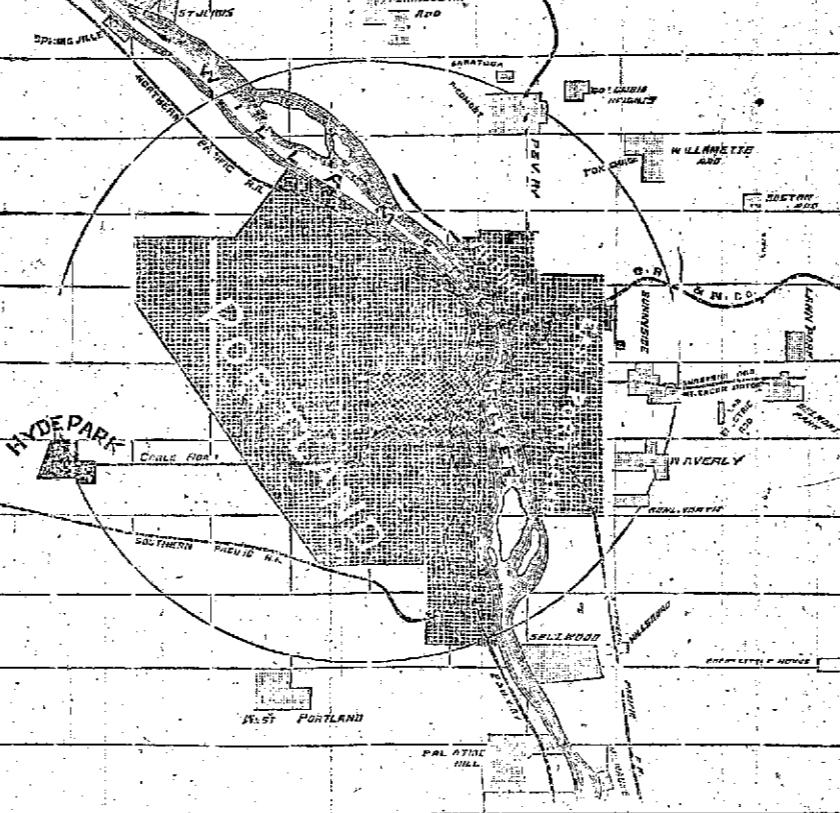
The above company does a general real estate business, making a specialty of Astoria properties. The leading addition to Astoria, the city by the sea, called the Railway addition, was placed on the market by this company, with which they have been very successful, being only a quarter of a mile from the city, with delightful views. It has been sought after by all classes. A few lots left at \$700

and \$85 each, and advancing rapidly. Other additions will follow, but will not be placed on the market at less than \$150 per lot. Buy now, while prices are low and treble your money. Investments for non-residents a specialty.

The company also handles city property, improved farms, unimproved farms, mineral lands.

General Offices of the Company, Rooms 16 and 17, Green's Block, N. E. Corner First and Alder, Portland, Or.

S50,000.00



NO CEMETERIES OR SLAUGHTER HOUSES

Consequently No Malaria or Skins.

THE CABLE CARS WILL BE RUNNING TO HYDE PARK
BEFORE THE END OF JUNE, 1890.

Thus transporting residents to and from Hyde Park for a fare of only 5 cents. Be quick and you can secure a full lot 50x100 feet, for seventy-five or one hundred dollars.

Telephone 627, or call 627.

CLUNE, REES & CO.

No 110 Second Street, Portland.

BE-AWAK FAXL.

Rapidly Forging Ahead to
Undoubted Prominence.

ADVANTAGEOUS LOCATION

Aid'd in Her Natural Growth and
Development.

HER INCREASING COMMERCE

The Great Lumbering Industry Pours
Wealth Into Her Lap

SHIPMENTS OF WHEAT FOREIGN

Growth of Manufacturing Industries—Exports on
of the Retail Trade—Bonuses of Companies
to Educational Facilities

No city in the world has ever made greater progress in the same length of time than Tacoma, and none would seem more likely to have a brighter future before her. Her location is admirable. Built on a high bluff at the head of Commencement Bay, her residences command magnificent views of the bay and the sound and of the majestic mountain peak that towers above all others in the United States and has well earned the sentinel of the Cascades and to which the ambitious people of the city have applied the name of their own town, but is known to geographers as Mount Rainier. This beautiful mountain can be clearly seen in all its grandeur from almost every part of the city and the older residents as well as the latest arrivals never tire of looking at its snow-capped heights and always finds something new to admire in the varying shades of light and color that play upon its sides. When the sun is setting and shedding its last rays on the craters at the top and the purple haze peculiar to Puget Sound covers the mountains with a soft gent's glow that mellowes the bright glare of the sun, the sight of the mountain's gloom is beyond the power of the pen to describe or the brush to paint. It is one of the sights of the world and the most beautiful views can be had from Tacoma where it appears to rise almost from the water's edge, though distant about sixty miles. Fourteen thousand four hundred and forty-four feet above the level of the sea it rises at points to rise directly from the low lands bordering on the sound with no hills at its base but only a fringe of forest to hide its footings and then towers from the foliage of the evergreen firs in all its grandeur and magnificence with the snow line joining the forest and marking distinctly the point where nature refuses to display her powers of creating vegetation and leaves the mountain to be covered with the pure unadulterated emerald of innocence.

The first settlement at Tacoma was made in what is now the First Ward of the city and often spoken of as Old Tacoma by General M. M. McCarver about seventeen or eighteen years ago and in 1873 Mr. Charles Hanson built a sawmill at the original townsite which has grown to be one of the largest in the country and made the remarkable cut of over 46,000,000 feet in ten hours. Lound this mill grew a lot of some importance, and this was enlarged by the first settlers that the terminus of the Northern Pacific was to be located here. After the terminus was located at the end of the bay a mile and a half away, the old town went steadily on its way, the nail manufacturing lumber, and a shipyard running pretty regularly and a large copper smelting up quantities of salmons every year till in November 1885, the Chinese were expelled from the city, since when the cannery has been shut down. Meantime the new city, which received a separate incorporation under the name of New Tacoma and for a long time had shown but little sign of legitimate growth began to a more metropolitan air. Posseled by the managers of the Northern Pacific officials and directors, it began to attract attention, and business house after business house came in, plants factories were established, weekly newspapers were changed to dailies, and new weeklies were star'd. The opening of the Cascade division in 1887 inaugurated new era of prosperity which has continued unabated ever since. But it was not till the completion of the Stampede tunnel in the spring of 1888, the great growth of Tacoma began. On the first day of January of that year the Northern Pacific railroad had siding accommodations for only two hundred cars and this was ample sufficient. To-day she has sufficient for over a thousand cars and is often cramped for room. The cramped condition will, however last but a short time as the improvements now going on at the head of the bay will give her room for more than double the cars she can now hold on her side tracks. When the Northern Pacific Railroad Company decided to establish the terminals and Western headquarters of the road in Tacoma the directors who had agreed to a large amount of property in and around the city called in the services of an eminent landscape gardener, who laid out the streets and avenues in a generous manner, so that no street is less than eighty feet wide with a single exception and the avenues are 100 feet wide.

The principal business street is Pacific Avenue, which extends from the railway and steamboat wharf in the north to the outer limits of the city, and runs almost north and south. This is one of the finest streets on the Pacific coast. Lined with splendid buildings on both sides with only a few intervening spaces filled with the frame stores first erected and now rapidly giving place to three, four, five, and six story brick and stone blocks. Pacific Avenue has the appearance of a business street in one of the larger Eastern cities and the amount of trade daily transacted by the merchants on this great thoroughfare is almost incredible. This is more especially true when it is remembered that the little children attending the public schools, and studying their first reader painful can remember the avenue when covered with stumps and a large part of the avenue had not even a grade when the Stampede tunnel was opened less than two years ago. At that time nearly the whole of the business of the city was transacted at Pacific Avenue between Ninth and Thirteenth streets and less than half a dozen brick buildings existed outside of these limits. Now it has spread over a large area North South east and west. On A street stands one of the original brick buildings, the splendid structure erected by the Tacoma Land Company, which as the Tacoma Land Company has a good record, is not world wide reputation and has been one of the factors in the growth of the city. The location of the postoffice in the Union block on A street in the latter part of 1887 was the beginning of a movement for the transfer of some part of the city's business from Pacific Avenue to other parts of the city. Now Tacoma has a dozen business streets of more or less importance in the city, the principal one being the Hillside, which has over seventy important business houses and higher up the hill four or five blocks away new stores are being constantly started. Eastward in the Land company's first addition or fourth ward of the city the new town has sprung up with good stores doing a large

business, especially with the increasing number of skilled artisans and mechanics who are employed and have their homes in that part of the city. During the past year a new street has been built on piles at the head of the bay, and outside of the street are extensive wharves covered with large warehouses and manufacturers of various kinds and a channel giving eight feet of water at any stage of the tide has been dredged out and new land made with the earth brought up by the excavation.

These improvements have been accompanied by a immense increase in the manufactures of the city. As the lumber industry is now the most important industry and there is more lumber cut daily in this city than in any other two places on the Pacific Coast. At the present time there are over ten sawmills in Tacoma with a combined capacity of over 1,000,000 and a quarter of a mile. These include the Tacoma mill owned by Mr. Charles Hanson and utilized by the company which he presided over which has a capacity of 60,000 feet in 12 hours per day, his cut is double as much in 24 hours and which is a member of the Pacific Lumber Company. On May 1, 1889, the City Council of Tacoma voted to control the City Corp's market for lumber at a rate of \$1.00 per thousand board feet, the combination owned principally by the Puget Sound Lumber Company, which was enabled to charge such rates as those and the company were not the lowest possible. The Tacoma merchants who considered that their city was being discriminated against built up their own mills and established independent routes which were successful in getting a large portion of the traffic from the old monopolistic company and diverting it to their own city a considerable portion of the trade that was controlled by other towns. Today Tacoma has equal facilities for trade with every port of Puget Sound by water as are possessed by any city in the country and more than equal facilities for carrying on an extensive business by rail with points on the Northern Pacific and the railroads. Her commerce, however, is by no means confined to the export of lumber and the distribution of raw rice, dry goods and other staples. She has a large export in coal and wheat, the former averaging about 100,000 tons a day valued at about \$100,000 or about \$1,500,000 a year and the latter expected this year to reach over 3,000,000 tons valued at fully \$1,000,000 dollars. Dye and dyestuffs are the next item in the average of a dozen ships with ships in port during lumber coal or wheat or discharging freight of some kind and by six or seven ships from Japan are loaded every season at the railway docks and their car, distributed to all parts of the state. All these vessels make heavy instruments in ports and sometimes the trips are hours from Ninth Street to the waterfront. If half the proceeds of the company are reduced however at any time in the near future, Tacoma will have a large system of wharves which may well be proud of.

In fact, in particular, Tacoma is better off than most cities in the Northwest. She has good parks. The United States government donated the military reservation at Point Defiance containing 600 acres to the city for park purposes. The city has leased section 24 and half of section 26 within the city limits for the park grounds and about 600 acres have been donated by private individuals for this purpose so that the city now has nearly 700 acres of land for public parks and much of this is to be laid out during the present year.

The real estate market has been very active during the year just closed and the total sales were within a trifling \$15,000,000 (fifteen million dollars). Property has advanced enormously in value and the demand instead of falling off has really increased. This activity will be enormously increased during the coming year for several reasons. One of the chief reasons is that the city has definitely decided to build an independent line into Tacoma and Seattle so as to secure a share of the great Puget Sound trade. Another is that the legislature of the new state will during the present session definitely tax the city for all taxes and bonds issued by the government at Washington has determined on its course of action in the premises. These lands are of enormous value for manufacturing purposes and if rightly administered will be sufficient in themselves to pay the whole expenses of the government of the state for all taxes and bonds issued by the city. Still another important matter which will be settled during the present session is the financial land question and this affects Tacoma as it affects no other city. Or, put it another way, on the east side of the city is the Puget Sound, which joins the city limits. The bluffs are not nearly as high as on the side where Tacoma is built nor is the water so deep, though it is only about 200 feet for a very short distance. On that side there is good anchorage and a facility for loading good wharves and docks and the convenience for railway terminals are unsurpassed in any place in the world. The land and all the privileges are held in security by the Indians and they are willing to sell but are restricted by law of congress which grants the lands under the homestead act admitted. Now this land will soon be opened and a second Tacoma more dignified than even the present beautiful city will shortly take the place of the wretched habitation by the Indians, and magnificent brick buildings be erected now is nothing but stimulated and mounted trees. Not withstanding the losses by the transit "they will realize the full value of the lands in money which they know better how to take care of than they do their farms and will be the rich tribe in the United States.

While many croakers in Tacoma doubted whether the city had any future before it worth considering and many who have since come to rich through the increase in the value of their property were ready to leave at a moment's notice as numbers did who lost heart altogether. Eastern people from the most progressive states in the Union were attracted by the alluring prospects held out. They were many of them New England people who believed in living everything done decently and in order, who believed in good schools and charities in the maintenance of law and order and the encouragement of a high state of morality. They were largely people of taste and thoroughly understood the art of embellishing their homes without adding any unnecessary ornamentation, and the consequence is that the residences of Tacoma are among the most handsome and homesick on the coast. The people who came from New England and the Middle states were, of course, especially anxious to have good schools and no effort has been spared to bring them to a high state of efficiency as any of the schools in the East. The enormous increase in the school population has taxed the energies of the directors to the utmost to provide accommodations for all concretes and this will be readily understood when it is stated that while the enrollment of the school year of 1887-88 was only 140 pupils that of the year following 1888-89 was 2394, an increase of over 300 per cent. The school census of June 1889 showed a population between the years of 5 and 21 of 2129 children that of June 1888 a school population of 3281 a gain of 1142 or over 53 per cent. At the close of 1889 there were over 2400 pupils in regular attendance in the schools. In December 1888 the board employed 26 teachers. In December 1889 the corps consisted of 43 principals and teachers, and ten new rooms with ten new teachers, were opened in a building. The classes of study are excellent and under the careful supervision of Superintendent Gant the schools are fulfilling the highest expectations of both directors and parents. A free manual training school is being added to the other departments and the new school, intended by Hon. Walter J. Francis, president of the First National Bank with the management of the great

cooperative society, will be opened in October. The employment of so much labor and the consequent paying out of such considerable sums in wages has resulted in largely increasing the retail trade of the city and stimulating every venue of trade. Stores have multiplied during the past year at an enormous rate and now ones are constantly being opened and the best sign of the city's prosperity is that so few failures are heard of. All seem to be making money. Two years ago the wholesale trade of this city consisted of a wholesale liquor house or two. Now there are several wholesale grocery houses, a large wholesale hardware house, wholesale boot and shoe house, wholesale paper warehouse, the only one on the Sound, 100,000 of which is flour and feed stores and in my printing houses engaged in every branch of trade. There are also crowded with orders. Up to a large part of the year these travelers kept their stores and sent out most for the purpose of keeping up the connection of the firms with their customers than to solicit orders. These who could afford to do so have succeeded in securing a fair trade in a considerable share of the business done with the towns and villages bordering on Puget Sound and with the towns and cities located on the lines of railway on both sides of the Cascade mountains. The rapid rise of

many of these places from obscure villages with no inhabitants no stores no business and no no reason for their existence as even occupied stations except the necessity that compelled the railway company to put in a side track there in order to work their line efficiently into thriving town by assuming city sites filled with laundry mills and factories employing numbers of men at good wages, and with large stores doing a profitable business and in which graded schools have had to be established though no school houses existed prior to the excavation.

About 1400 residents have been erected during the year 1889 and the great majority have been built during the year.

There are about 4000 of brick and stone business blocks in the city, though there are no vacant stores or offices but a continual demand for more room. Two years ago there were four national banks and a savings bank in Tacoma. Now there are thirteen banks whose doors are open to the public.

The banking capital of Tacoma is greater than in any other city in the state and there is a large amount of business.

The business of the city is increasing rapidly and the prospects for the future are favorable. One of the best indices of the city's progress is found in the fact that the population is now quadrupled in the last twelve years and doubled in the past year.

The reports of the free delivery service show still greater increase than that of the permanent population.

The city is rapidly growing and developing. A new post office has been built in an inconveniences place which however will afford sufficient accommodation for the public and the officials until the United States government decides to erect its own building.

It is well for Tacoma to be as much as possible in the interest of her people generally. Unfortunately this is not the case, and her streets, while well laid out, are allowed to become simply paths of mud in the winter and mud holes in the summer.

The too passenger simply has to wade through the mud and water.

This was the case with all streets, but since the few of them have been plowed and some traffic can now be carried on the streets too have been laid along in the main thoroughfares and many other minor streets, which are not yet plowed, will be plowed as soon as the weather permits.

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N-E-V-E-R-S-N-C-P-L-A-C-E-O-N-E-A-R-T-H-K-E-Y-A

"The Garden City" in "The Valley o' Plenty!"

On the line of Oregon and Northern Pacific and C. & G. & T. Railroads.

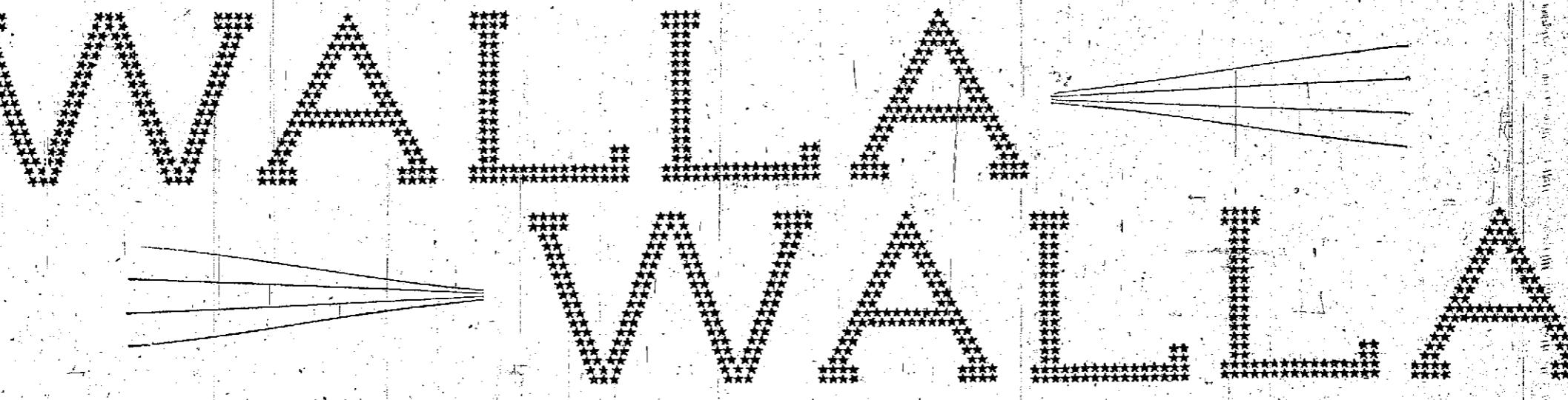
WELL-CONSTRUCTED, ELEGANT HOTELS,

President
Vice President
Second Vice President
Secretary and Treasurer

GILBERT HUNT
ROBERT G. PARKS
J. F. JONES
FRANK M. KENDALL

Manufacturer
City Treasurer
Capitalist
Cashier Washington Bank

Business Men, Investors, Visitors,
AND HOMESEEKERS.



Five Flouring Mills.

FIVE BANKS!

Three Savings Banks and Investment Companies!

Three Railroad Lines:

TWO MORE PROJECTED,

One to be Built Soon!

Five Miles. Streets.

TELEPHONE AND

THREE IN THE MILES.

The possibilities of our soil are marvelous. Ten acres produced 1055 bushels of wheat. General annual average, 30 bushels. Corn, barley, rye, oats and timothy grow freely here.

Investigate our unbounded resources. Our free water power for one hundred mills and factories. Our extensive mining belts adjacent. Coal and wood in abundance. Our unlimited possibilities.

Apples weighing 36 ounces. Grapes in bunches from 5 to 7 pounds. Strawberries 11 inches in circumference.

Our fruit belts, where every variety of fruit grows abundantly. 22 varieties of grapes raised here.

Long farming seasons and ready markets.

The paradise for vegetables.

Figs, cotton and tobacco grow here.

Four crops of Alfalfa a year, three tons to acre. Living streams of water running through the city.

Our streets lined on both sides with trees fifty to ninety feet high.

We have the most delightful climate in the Northwest. Fifteen degrees warmer in winter than any other section of this coast.

For Particulars Address

F. M. KENDALL,

Secretary Chamber of Commerce.

Almonds, chestnuts and butternuts grow here. The Government troops and buildings are here. Pay roll, \$30,000 monthly.

The state penitentiary is located here.

A \$200,000 Government building to be erected here.

A \$200,000 brick tourist hotel to be built at once.

\$5,000,000 to be made in real estate.

Improved farms from \$15 to \$75 an acre.

Large tracts of lands ready for the plow, \$10 to \$30 an acre.

Thousands of acres of Government land for intended settlers.

Great tracts of railroad land at \$4 an acre and upwards.

HEADS IN

and Terminus of Three
transcontinental Lines.

IN PACIFIC ALLIANCE.

D. R. & N. Now an Integral
Part of a Great System.

ATIONS OF THIS COMPANY.

Southern Pacific's Lines and Busi-
ness in Oregon

ACTION ON THE OREGON PACIFIC

Gauge Roads into the Willamette

Passes of the Terminal Company—For-

land and Vancouver Rail Way.

and is the present terminus of if rec-

on by lines of railway the Union,

and the Southern Pacific the

Pacific terminates here over its

division which consists of the entire

formerly operated by the Oregon

& Navigation Company, and part

thereby most intimately connected

and forms the western terminus of the

greatest railroad combinations of the

ninth century.

Southern Pacific Railroad finds its

terminus by coming into the state

over the lines of what was for

the Oregon & California railroads

combinations of these various roads will

be in detail.

THE UNION PACIFIC

at the Pacific Coast Terminal—To O-

E. & N., or Fox Division.

During the month of October the

world was agitated with rumors

great and far-reaching alliance and

entered into between the Union Pacific

the Chicago & Northwestern rail-

The information of the agreement

made public on October 24, and went

into effect on November 1.

far-reaching effects of the alliance

inferred from the fact that the

O. & N. Northwestern operates about \$300

of road with its main line from

Omaha and branches as far west as

Wyoming, and that the total length

of the consolidation reaches this city to the

west and unique position of the West end

of the greatest system of railroads

and the only one reaching the

Atlantic to the Pacific. This is a

Portland is likely to maintain for

time in spite of the rumor of an intent

of the part of the Union Pacific to build

some point to Utah to Los Angeles

and as far west as Port

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Character of the Work on Which It Is Engaged.

THE RESULT ACCOMPLISHED

Its Management in the Hands of Representative Men.

PURPOSES FOR THE FUTURE

An Organization Worth of Recognition and Liberal Support.

GLORIOUS OUTLOOK FOR NEXT YEAR

A Potent Factor in the Growth and Development of the Industrial Interests of the Entire State.

Few, if any, of the movements which within the past few years have been made, looking to the development of the state of Oregon or to conditions worthy of her natural endowments have met with more success than the Oregon Immigration Board.

Very properly, and truly so, of that constant drain upon individual energy and individual worth which was losing fight against faction and mass action, had ended upon a few men of progress, we men of Oregon in 1885 demanded state aid in this necessary and all-important work. In response to this demand the state legislature of 1884-85 passed an act to provide for the appointment of a Board of Immigration Commissioners and the appropriation of money for immigration purposes. Under the provisions of that act the all-forthright inadequate sums of \$5000 for the years 1885 and \$5000 for the year 1886 were appropriated out of the general funds of the state for the purpose of disseminating such accurate and trustworthy information regarding the resources of Oregon, and the inducements offered by the state to locate a desirable class of immigration upon lands of the state and for paying such expenses as may be incurred by said commissioners.

The act was deemed of sufficient public importance to be classed among the "emergency bills," and became effective upon its approval by the governor. The power of appointing the commissioners under the provisions of the bill was vested in the governor, who named H. W. Gorham, C. H. Dodd, W. B. Miller, W. N. Ladd, and L. W. Cox as such commissioners.

It is unnecessary to go into detail concerning the work of the board as above constituted during the two years of its existence under the provisions of the above act. The state legislature of 1886-87 declined to renew appropriations for the work but nothing daunted by this lack of appreciation of the work accomplished, the gentlemen composing the board, seconded by other public-spirited citizens, decided to continue the work upon the basis of a public subscription of funds necessary to carry it on.

OREGON IMMIGRATION BOARD.

After the usual preliminaries incident to the closing up of a public trust, the Portland Board of Trade assumed, or rather were exhausted with, the duty of continuing the work as well begun and so successfully carried on, under the title of "Oregon Immigration Board," prosecuted the work in hand until the month of April, 1888, when the present board was organized. Here it is not out of place to remark that the work done by the predecessors of the board as present organized was matched by small beginnings, for a paltry \$500 a year, taking into consideration the work to be done and the objects sought to be gained, was small indeed. As will be seen, further on more than six times that amount was expended by the present board in 1888, and more than eight times as much in 1889, and it hoped and confidently believed that a still larger multiple will be necessary in summing up the proposed expenditures in 1890. That lack of system in the work of the state board organized in pursuance of the act of the legislature already referred to existed in nothing to a discredit of the gentlemen who composed the board when the limited facilities placed at their disposal is taken into consideration. Possibly it might be interesting and instructive to present tabulated statements of the work done prior to the organization of the present board but the monthly reports of the secretary published regularly in the columns of the Oregonian made the public familiar with the methods employed and the results obtained. Beneficial as these labors and results undoubtedly were, primarily to the state a large and secondarily to that of Portland, the completion of two additional lines of transcontinental railroads, the Union Pacific and the Southern Pacific, thus affording new facilities for the introduction of a desirable class of emigrants into the state, coupled with the knowledge of the fact that our neighbor on the north, the then territory, now the state of Washington, as well as our neighbor on the south, the state of California, were making strenuous efforts and expending large sums of money, backed moreover, by powerful corporate influences to induce immigration to their vast areas of unoccupied lands, brought directly home to the public spirited me, who so far had borne the heat and burden of the day, the conviction that

A VAST EXILE.

Of the scope and purpose of the immigration movement in Oregon was a necessity of the hour. Some one has sententiously remarked that no greater merely civic calamity can befall a commonwealth than the rank growth of the urban population at the expense of the suburbs. To preserve a healthy equilibrium there must be a readjustment between the two, or else such a combination of the principles of the law of supply and demand arises as is sure to reach disaster in both directions. Realizing these things, the men who had already done much took counsel together and resolved upon an increase of the facilities for work, which meant, and every thing else depended upon this, large addition to the working fund, systematized of the work; experimental movements in several directions with a view to adopting a system which experience should demonstrate was productive of the most valuable results.

With these objects laid steadily in view, the successors of the old board of immigration pushed the work in which they were engaged to the best of their ability until the end of their first fiscal year drew near. Realizing the necessity of more active work, the gentlemen, Messrs. Charles H. Dodd, H. W. Gorham, Sal Finch, D. O. Oliphant and Ellis G. Hughes, at a meeting of the board held March 20, 1888, decided upon an appeal to the public for financial aid, and under the last named date addressed a letter to their fellow-citizens, reciting the necessity for action, recounting at some length the efforts being made, by Oregon and Washington to induce immigration to their borders, showing the success which had attended those efforts and

appealing to them for subscriptions to enable them to carry on the work successfully, in the form of a subscription submitted by Messrs. T. A. Wendell and Joe Weddel, a committee appointed for drafting the same was accepted. At a meeting held April 3, 1888, President Dodd reported that he had secured the sum of \$2000 in aid of the work, and a further subscription of \$3000, of about that sum was reported by Mr. Finch. At a meeting held April 9 President Dodd, in view of the fact that at least \$1000 per month had been subscribed for the current fiscal year, issued a call for a meeting of the contributors to the fund, for the purpose of choosing five of their number to co-operate with the board in the prosecution of the fund. In accordance to this call a meeting was held on April 12, and an election was held for five members to represent the subscribers, with the following result: Joseph Wendell, F. K. Arnold, D. Solis Cohen, T. A. Wood, and I. W. Baird. By common consent and agreement it was determined that Mr. Wendell be president of the board, and Mr. W. Struble as secretary. Mr. Dodd still retains the position of president. Mr. Struble, after nearly two years of active and intelligent service, resigned his position on December 15, 1889, when he was succeeded by Mr. E. C. Master.

This new constituted board entered at once upon the active prosecution of the important work committed to their charge. In the very nature of things, as previously intimated, the bulk of their work was purely experimental. They had but little of any real value to guide them in the choice of the methods of approaching the problem, the results by the economic expenditure of the monies of which they were trustees. For, without being negligently economy has been as it will be, the watchword of the board in the transaction of their business. A study of the methods of neighboring communities, and the engaged in communication with those familiar with such work and a careful narration of such reports upon the subject as were made available through the press threw some light upon the subject. The public announcement that the board was about to enter upon the work, and the general advertisement of the resources of the state brought a perfect flood of applications for agencies, both local and Eastern, and practically countless propositions for advertisements from local and Eastern journals. They have accepted even a tithe of these applications and propositions would have been accepted had not the board, through its prospective revenues had been multiplied many times. For instance, at the first meeting of the new board after its organization, the names of thirty-two (32) applicants for Eastern and California agencies were submitted to the board, and the same were included among them living salaries and traveling expenses and board, would have required at least \$5000 per month. To do this was manifestly out of the question, and therefore out of the whole number five agents were selected to whom to occupy the services of three months each.

This work for the most part consisted of "hitting" the towns along the route selected for their itineraries, and distributing descriptive matter relative to the resources of the state. In addition to this, after a careful examination of the resources of the state, it was found necessary to locate a desirable class of immigration upon lands of the state and for paying such expenses as may be incurred by said commissioners.

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REBELLION.

Rapid Development of the
Puget Sound Country.

NORTHERN PACIFIC LINES.

All Transcontinental Roads are
Looking That Way

SEATTLE'S GREAT ENTERPRISE

Local Trade Invites Her to Build Roads
in All Directions.

SEATTLE LAKE SHORE & EASTERN

Operations Sought With the Canadian Pacific—
Tapping the Rich Resources of the
Gray's Harbor Country

Before George Stevenson invented the locomotive and ranged the whole course of transportation of the world the main question with the people generally who had dealings with the world outside of their own towns, was how to procure good roads, over which they could send their produce by teams or procure supplies from the outside towns. The locomotive was invented. It proved a success. One improvement followed another. It was found possible to surmount heavy grades and to carry loads never before thought of and at a speed that the wildest speculations never deemed possible. When the people of the Pacific coast first heard of the talk of building a transcontinental railroad to run from the Atlantic to the Pacific they were sceptical and with them the world even was skeptical. No people in the world have ever been so progressive or so ready to accept and adopt improvements as the Pacific coast.

They have acquired the habit of looking for bonanzas and they have believed in improvements. To day they are reaping the rewards of their faith in the most substantial manner. This faith was exhibited by them in the most substantial way. As soon as the people of the Pacific coast heard of a railway project they at once set to work to encourage it. They allowed no party jealousies to interfere. They simply supported it with their whole hearts and souls. No doubt that was used was too large. No privileges demanded were considered extravagant. At first this faith has been abused and advantage has been taken of the will of the people to support and every enterprise, and in some cases enormous bonuses have been secured for the purpose of inducing railroads to locate on the Pacific coast. Some of them have obtained grants of land of sufficient value to build their roads two and three times over and have acquired other franchises that made them at least as powerful, if not in some cases more powerful, than the governments that called them into existence. The great benefits, however, that have accrued from the building of these railroads have to a very great extent been appreciated by the people of the Pacific coast, and they have been more than ready to respond to all the calls upon them for additional aid. In such an orient has this future of railways been carried that there is no scheme proposed that will even aid in obtaining a railway on the Pacific coast but obtains instant recognition. To this is to be ascribed the extraordinary success of some railways in California, which have been enabled to furnish their officers with imperial residences and incomes, and more than senatorial honors.

The chances for railway developments were largely misunderstood at first, and it was supposed that the country south of the Oregon line was the only country fit to live in. European capitalists invested their money in Southern California railway enterprises under the belief that only those could obtain an adequate return for their money. "All signs fail in dry weather" is an old saying, and the experience of investors in Southern roads prove its truth.

In the Pacific Northwest everything goes boom because the resources of the country are abundant and because they are the greatest in the world. Doubt is unknown. Failure of crops has never even dreamt of, much more heard of, in this favored region.

No wonder, there are that railways have latterly shown disposition to build to the Sound. One after trouble with the companies who have wanted to come, one has been that they have failed on their dignity too much. They have said, "We will build to the Sound if we can get so and so." Year after year this has gone on and has increased until it has become so and so and so and so forth, and the subsidy has become too burdensome.

The first offer made was in too many instances through men who were to use a Bazaar term, "not expressive" than any English one, simply *cultus*. They were bidders first, last and all the time, and had the company they were connected with asked \$5 for anything these men would simply have demanded \$60 if possible but might have figgered it to \$3. They were the very worst kind of men to handle the business of a big company. A large number of these men have been relegated to their proper position. Some of them are "queens" in the penitentiaries, and others are serving terms in the county jails, while still others are working the opium racket.

Spots of this fact, however the development of the railways has progressed enormously, and there is more progress in railway building day by day in the Puget Sound region than anywhere else on the broad continent of America. The wonderful resources of this region are now attracting more and more attention daily and the remarks of Sidney Dillon, formerly general manager and president of the Union Pacific road to the writer are in point. Speaking in the Tacoma hotel a few months ago, he said, "We have got to own the sea, some how or other, somewhere or other. What point we will make our terminus is not yet decided, but we will come to Puget Sound and that before long, and we shall take every principal point. The Puget Sound business is too valuable to be neglected and the Union Pacific the first to reach the Northwest cannot and will not allow any rival to control the whole business."

At the present time there is only one transcontinental line that has continuous trade with Puget Sound, that line is the Northern Pacific. Beyond all question it is a great road, it is managed with consummate ability as far as the money is king for the officers and company is concerned. The former are always tall enough to knock off the pessimism! At the same time they make money for their stockholders and there is no property, to-day so highly esteemed among the speculators in Wall street as that of the Northern Pacific railroad.

For three years ago the only entrance to Puget Sound was by way of the Union Pacific, and via Portland, and mixed trains from thence to Jacob's Ladder connection was made times made slow and with the O. R. & C. C. C. boats, but more often not, but this mixed train, stopping at every point, especially if it had a Swash name and no names, was amply sufficient for the wants of the people as far as passenger traffic was concerned. If they could only get the company to carry their goods at

anything like the rate they would carry themselves as passengers, they would be satisfied.

As all things come to him who waits so all things are coming to Puget Sound. No section of the country can show to-day more railways built in proportion to population, nor are there any railways in the world that can show such a percentage of new terminals as are shown in the Pacific Northwest.

When the Northern Pacific first came to Puget Sound it was not with a view that there was so magnificent a belt of agricultural land to be developed, or so large a tract of timber land to be cleared. In a point of view the early projects of railway on the Northern Pacific had just had a faint idea of what they were aiming for. The idea that the best lumber land in the world existed on the North Pacific coast was recognized by but few even of the projectors of the railways to the coast, and the stupendous the enormous growth of the trees that were planted and grown on the specimens of timber sent from the coast were treated as being specimens of carpenter work and the writer well remembers even as late as 1884, a big exposition in the East where a section of Douglas fir was shown by a great railway company, having the number 009, and the size of 100 feet, the grounds independent of what they considered a fraud practiced on them in masking them to be sure that the large section was a natural growth of timber. Every one had believed it till some one in a spirit of fun pretended to show what cedar pointer work had been done, and the wood work it was to place the bark on the tree.

Gradually however, spite of the doubting Thomases spite of the disbelief of the multitude and the general disbelief in the future of building on the land, and even of those most prominent, from grasshoppers drought and other conditions, some were found who were willing to invest and place their money on the possibilities of the development of Puget Sound. Those of their friends who were posted on faro said they had better put their money on the green as the red was not likely to bring in any returns. The Carbonado Co. from Crookston on the main line about twenty miles east of Tacoma to the Carbon Hill mines has been completed. Length of this branch lives three miles and the entire line of the branch is the valuable Carbon Hill mine belonging to the Southern Pacific Company.

The Carbonado Co. and the Seattle & Eastern, which originally went to the Cascades, has been completed to a point where the line runs over the Puget Sound river through timber lands.

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CHENEY

VOL. XXIX. NO. 91

CRI

the Carpets used in the new hotel
"The Portland," will be supplied by the

Third St., Abington Building, Portland,

NEW

—REG.

SANBORN

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FRAMED IN SIL

THE LATEST NOVE

172 FIRE

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\$1.5

Over 3,000 of these
having teeth
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